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very moderate rates.

"CHINA MAIL" OFFICE.

The China Mail

Established February, 1845.

VOL. XLIX. No. 9528.

號七月八三九百八十一英

HONGKONG, THURSDAY, AUGUST 17, 1893.

日六初月七年己亥

PRICE, \$2 PER MONTH.

THE "HONGKONG CHINESE MAIL"
報日字華郵
(Hongkong Wa Ti Yat Po.)
ISSUED DAILY.
CHIN-UP MAN,
Manager and Publisher.
SUBSCRIPTION:
Five Dollars a year, deliverable in Hong-
kong. Outwards, \$1.00 per annum,
including postage.

AGENTS FOR THE CHINA MAIL.

Banks.

LONDON.—F. AIGAR, 11 & 12, Ganton's Lane, Lombard Street, E. C. Gordon & Sons, Strake & Co., 36, Cornhill, E. C. Gutteridge & Sons, 10, Walbrook, E.C. SAMUEL DRAGO & CO., 150 & 154, Leadenhall Street, W. M. WILLS, 151, Cannon St., E.C. ROBERT WATSON, 10, Fleet Street.

PARIS AND EUROPE.—AMERICAN PRINCE, 36, Rue Lafayette, Paris. NEW YORK.—J. STEWART HAPPER, THE CHINESE EVANGELIST OFFICE, 62, West 22d Street.

SAN FRANCISCO, AND AMERICAN PORTS generally.—BRAD & BLACK, San Francisco. AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOTTER, Melbourne and Sydney.

GEYLON.—W. D. SETH & CO., THE APOTHECARY CO., Colombo.

SINGAPORE, STRAITS, &c.—KELLY & WALSH, LTD., Singapore.

CHINA.—L. J. DA COSTA, Amoy, N. MOULIS & CO., LIMITED, Foochow, HUNTER & CO., Shanghai, LANE, CRAWFORD & CO., and KELLY & WALSH, Fukien, LANE, CRAWFORD & CO., and KELLY & CO.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

Paid-up Capital.....\$10,000,000.
Reserve Fund.....\$3,600,000.
Reserve Liability.....\$10,000,000.

Directors—

H. HOPPIUS, Esq.—Chairman.

G. J. HOLLIDAY, Esq.—Deputy Chairman.

Carl Janzen, Esq. | A. McConachie, Esq.

H. H. Joseph, Esq. | J. S. Moss, Esq.

Hon. J. J. Kasiak, D. R. Sassoon, Esq.

Julius Kraemer, Esq.

Chief Manager: Hongkong.—T. JACKSON, Esq.

Manager: Shanghai.—J. P. Wade Gardiner, Esq.

LONDON BANKERS—LONDON AND COUNTRY BANKING CO., LTD.

HONGKONG.—INTERESTS ALLOWED.

On Current Account at the rate of 2 per cent. per annum on the daily balance.

On Fixed Deposits—

For 3 months 3 per cent. per annum.

12 " 4 "

12 " 5 "

T. JACKSON,
Chief Manager.

Hongkong, July 17, 1893. 1880

THE BANK OF CHINA, JAPAN,
AND THE STRAITS, LIMITED.

SUBSCRIBED CAPITAL, £2,000,000.

CAPITAL CALLED UP, £250,000.

Balances—

Wm. Kewick, Esq., Chairman.

Adolf von André, Esq. | F. D. Sassoon, Esq.

Egbert Ivens, Esq. | H. D. Stewart, Esq.

David McLeod, Esq.

Hongkong Committee.

The Hon'ble J. J. Kewick.

The Hon'ble C. P. Chater.

H. HOPPIUS, Esq.

Head Office: 3, PRINCES STREET, LONDON.

Banches:

BONHAY, CALCUTTA, HONGKONG & SHANGHAI

Agenies:

PENANG, SINGAPORE AND YOKOHAMA.

RATES OF INTEREST,

Allowed on Current Accounts and Fixed

Deposits, can be ascertained on application.

CHANTREY INCHBALD,
Manager.

Hongkong, April 10, 1893. 247

THE NATIONAL BANK OF CHINA,
LIMITED.

AUTHORIZED CAPITAL, £1,000,000.

SUBSCRIBED CAPITAL, £500,000.

HEAD OFFICE—HONGKONG.

Directors:

D. GILLIES, Esq. | H. STOLENBERG, Esq.

CHAN KIT SHAN, Esq. | CHOW TUNG SHAO, Esq.

Kwan Ho Chiueh, Esq.

Geo. W. F. PLAYFAIR.

Branches:

LONDON, YOKOHAMA, SHANGHAI AND

AMOY.

Bankers:

THE COMMERCIAL BANK OF SCOTLAND,

PARK'S BANKING CO., AND THE ALLIANCE

BANK (LTD.).

Interest for 12 months Fixed 5 %.

do 6 do 4 %.

3 do 3 %.

Current Accounts 2 %.

Hongkong, May 24, 1893. 47

THE MERCANTILE BANK OF

INDIA, LIMITED.

AUTHORIZED CAPITAL, £1,500,000.

SUBSCRIBED, £1,25,000.

Bankers:

LONDON JOINT STOCK BANK, LTD.

Interest allowed on Current Accounts at

the Rate of 2 % per Annum on the Daily

Balance.

ON FIXED DEPOSITS—

For 12 Months, 5 %.

For 6 Months, 4 %.

For 3 Months, 3 %.

HONGKONG, February 4, 1893. 228

TRADE MARK

CALDBECK, MACGREGOR &

Co.,

Wine and Spirit Merchants,

13, Queen's Road,

Hongkong, August 18, 1893. 1612

Banks.

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER CENT. per annum. Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK, to be placed on FIXED DEPOSIT at 5 PER CENT. per annum.

For the Hongkong and Shanghai Banking Corporation.

T. JACKSON,
Chief Manager.

Hongkong, May 15, 1893. 1515

Intimations.

NOTICE TO MARINERS,
No. 271.

CHINA SEA.

NEWCHWANG DISTRICT.

LAO-TIEN-SHAN PROMONTORY LIGHTHOUSE.

NOTICE is hereby given that the Light on Lao-Tien-Shan Promontory was exhibited for the first time at sunset on the 7th instant.

The illuminating apparatus is Revolving double light, showing double white flashes at intervals of half a minute.

The Lighthouse stands on the South-western slope of Lao-Tien-Shan Promontory and the light, which is elevated 316 feet above the level of the sea, should be visible in clear weather at a distance of 25 nautical miles, in all directions between the bearings, approximately, of S. 8° E. round by East and North to N. 73° W., except where it is obscured by outlying islands.

The Bearings are magnetic and from seaward.

The Tower is round, of iron, 26 feet high, with a total height from its base to the lantern vaned of 62 feet.

The Tower, Dwelling, and Boundary Wall are white.

Approximate position—

Latitude... 33° 43' 17" N.

Longitude... 121° 5' 26" E.

By Order of the Inspector General of Customs,

A. M. BISBEE,
Compt. Inspector.

Hongkong, August 17, 1893. 1880

Intimations.

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No. 272.

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A. M. BISBEE,
Compt. Inspector.

Hongkong, August 17, 1893. 1880

Intimations.

NOTICE

Mails.

NORDDEUTSCHER LLOYD.
NOTICE.
STEAM FOR
SINGAPORE, COLOMBO, ADEN,
SUEZ, PORT SAID,
NAPLES, GENOA,
ANTWERP, BREMEN & HAMBURG,
PORTS IN THE LEVANT, BLACK
SEA & BALTIK PORTS;
ALSO,
LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
GALVESTON & SOUTH AMERICAN
PORTS.

THE COMPANY'S SPARBERS WILL CALL
AT SOUTHAMPTON TO LAND PASSENGERS
AND LUGGAGE.

N.B.—Cargos can be taken on through Bills
of Lading for the principal places in
RUSSIA.

ON MONDAY, the 21st day of August,
1893, at 3 p.m., the Company's S.S.
OLDEBURG, Captain H. GATHMANN,
with MAIIS, PASSENGERS, SPECIE,
and CARGO, will leave this port as above,
calling at NAPLES and GENOA.

Shipping Orders will be granted till
Noon, on SATURDAY, the 19th August,
Cargo and Specie will be received on
board until Noon on MONDAY, the 21st
August, and Parcels will be received at the
Agency's Office) until Noon on SUNDAY,
the 26th August. Contracts of Passage
will be required. No Parcels will be accepted
unless signed at less than \$2, and Parcels should
not exceed Two feet Cubic in measure-
ment.

The Steamer has splendid Accommodation
and carries a Doctor and Stewardess.
Linens can be washed on board.

For further Particulars, apply to
WELCHERS & CO.,
Agents.

Hongkong, July 28, 1893. 1318

NOTICE.

COMPAGNIE DES MESSAGERIES
MARITIMES.
PAQUEBOATS POSTE FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, PONDICHERY,
MADRAS, CALCUTTA, ADEN, SUEZ,
PORT SAID,
MEDITERRANEAN AND
BLACK SEA PORTS, ALEXANDRIA,
MARSEILLES, LONDON,
HAVRE AND BORDEAUX;

ALSO

PORTS OF BRAZIL AND LA PLATA.

ON WEDNESDAY, the 23rd August,
1893, at Noon, the Company's
S.S. *SALAZIE*, Commandant PAUL,
with MAIIS, PASSENGERS, SPECIE,
and CARGO, will leave this Port for the
above places.

Cargo and Specie will be registered for
London as well as for Marseilles, and ac-
cepted in transit through Marseilles for the
principal places of Europe.

Shipping Orders will be granted till
Noon.

Cargo will be received on board until 4
p.m., Specie and Parcels until 3 p.m. on
the 22nd August, 1893. (Parcels are not
to be sent on board; they must be left at
the Agency's Office.)

Specimens and value of Packages are re-
quired.

For further particulars, apply at the
Company's Office.

G. DE CHAMPEAUX,

Agent.

Hongkong, August 10, 1893. 1394

To-day's Advertisements.

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR MANILA VIA AMOY.

The Co.'s Steamship
Yukung,
Capt. W. WADDELOW, will
be despatched as above on
SATURDAY, the 19th Inst., at 3 p.m.

For Freight or Passage, apply to

JARDINE, MATHEWS & CO.,
General Managers.

Hongkong, August 17, 1893. 1432

THE CHINA & MANILA STREAMSHIP
COMPANY, LIMITED.

FOR MANILA (DIRECT).

The Co.'s Steamship
Esmeralda,

Captain TAYLER, will be
despatched for the above on
SATURDAY, the 19th instant, at

5 p.m.

This Steamer has Superior Accommodation
for Passengers, and is fitted with the
Electric Light.

For Freight or Passage, apply to

SHEWAN & CO.,
General Managers.

Hongkong, August 17, 1893. 1434

To-day's Advertisements.

THE CHINA MUTUAL STEAM
NAVIGATION COMPANY,
LIMITED.

FOR LONDON VIA PORTS OF CALL.

The Steamship
Kemun,
Capt. W. O. CASTLE, Com-
mander, will be despatched
as above on about the 24th

instant.

For Freight, apply to

ARNHOLD, KARBERG & CO.,
Agents.

Hongkong, August 17, 1893. 1438

Not Responsible for Debts.

Neither the Captain, the Agents, nor
Owners will be Responsible for
any Debt contracted by the Officers or
Crew of the Vessel, during
their stay in Hongkong Harbour:

FUNG SIV, Hawaiian barque, Capt. D.
Mahony.—Shaw & Co.

GALVESTON, German barque, Captain H.
Jacobson.—Wieland & Co.

GEORGE STRISON, American ship, Capt.
E. L. Murphy.—Jardine, Matheson & Co.

Hongkong, August 17, 1893. 1438

MEMOS. FOR TO-MORROW.
Shipping.

Noon.—Nanam leaves for Coast Ports.

3 p.m.—Hengay leaves for Sourabaya, &c.

General Memoranda.

SATURDAY, August 19.—

Noon.—Meeting of Shareholders of The
Hongkong & Shanghai Banking Cor-
poration, at City Hall.

Goods per *Tartar* undelivered after this
date subject to rent.

Goods per *Orion* undelivered after this
date subject to rent.

9 p.m.—Performance at the City Hall.

SUNDAY, August 20.—

6.30 p.m.—Kuang Ho leaves for Canton.

Goods per *Glenfern* undelivered after this
date subject to rent.

MONDAY, August 21.—

3 p.m.—Meeting of Shareholders of The
Hongkong & Whampoa Dock Co., Ltd.,
in the Company's Offices.

8.30 p.m.—Meeting of Shareholders of
Dakin, Gruickshank & Co., Ltd., at
Hongkong Hotel.

TUESDAY, August 22.—

Dividend Warrants of China Sugar
Refining Co., Ltd., payable.

Quotations.

Hongkong, August 17, 1893.

OPIUM—New Patna, cash... 5574/680

" Old " " 550

" New Bonares, cash 570

" Old " " 570

" New Malwa, credit 580

" Allowance, Catties, 1/14

" Old Malwa, credit 600

" Allowance, Catties, 1/1

" Persian, Oil, cash 500

" Allowance, Catties, 1/2

" Persian, Paper tied 490/500

" Allowance, Catties, 1/2

" Exchange.

HONGKONG, August 17.

On London—

Bank, Wire, 2/54

" On demand, " " 2/68

" 30 days' sight, " " 2/65

" 4 months' sight, " " 2/51

Credits, 4 " " 2/76

Documentary, 4 months' sight, " " 2/61

On Paris—

On demand, " " 3.00

" 4 months' sight, " " 3.16

On Berlin—Demand, " " 2.40

On New York—

On demand, " " 60

Credit, 60 days' sight, " " 614

On Bombay—

Wire, " " 183

On demand, " " 183

On Calcutta—

Wire, " " 183

On demand, " " 183

On Shanghai—

On demand, " " 722

30 days' sight, private paper, " " 734

Gold Leaf, 100 fine (per tael) " " 40.90

Sovereigns (Bank's buying rate) " " 8.05

LOCAL AND GENERAL.

PASSED SUZ CANAL.

OUTWARD BOUND.—*Crown*, Moldavia, June

30; *Bucareste*, Brook, 4; *Centurion*, 7; *Kara*, 14; *Astrea*, 18;

Kriendl, Samoa, Ofana, 25; *Mound*

Tabor, 28; *Melbourne*, August 1;

Glenavon, Axion, 4; *Mayne*, Lowestoft, 8.

HOMEWARD BOUND.—*Cerdia*, July 25;

Larveta, Piquing, Agapanthus, 28;

Glenelg, Aden, Aug. 1; *Trocas*, Flushing, 4; *Beverent*, Diuwell, 8.

The N. P. a. s. *Victoria*, from Tacoma, left

Yokohama for Hongkong, via Kobe, &c., on Aug. 10.

The M. C. Co.'s steamship *Melbourne*, with

the *Freight Mail* of July 21, left

Singapore on Wednesday, August 16,

at 4 p.m., and may be expected here on or about

Wednesday, Aug. 23. This packet brings replies to letters despatched from Hongkong on July 14.

The Q. & O. a. s. *Oceanic*, with mails &c., left

San Francisco for this port via Honolulu and Yokohama, on Aug. 1.

The C. P. R. a. s. *Empress of India* left

Vancouver for Hongkong on Aug. 8.

The P. M. C. o. s. steamer *City of Rio de Janeiro* left San Francisco for this port via Yokohama, on Aug. 10.

MANUFACTURERS

OF

Aerated Waters.

OUR NEW FACTORY has been recently

refitted with automatic Steam Machinery

of the latest and most approved kind,

and we are well able to compete in

quality with the best English

Makers.

The purest ingredients only are used, and

the utmost care and cleanliness are ex-
ercised in the manufacture throughout.

BOMBAY SODAS.

We continue to supply large bottles as

heretofore, free of Extra Charge, to

those of our Customers who prefer
to have them to the ordinary size.

COAST PORT ORDERS.

THE CHINA MAIL.

Cross-examined—I had this business in hand about a week before Saturday, July 22. It was about one o'clock I saw Corcoran on board. I received two reports from Corcoran. A telegraphic report at 4.30 I sent to Capt. Hastings. I received a report from Capt. Hastings and detailed report from Corcoran about seven o'clock. The warrant was applied for at eight o'clock. I sent a Sergeant of Police up to the Peak bearing a letter from me to the Governor's private secretary enclosing the note from Capt. Hastings and Corcoran's detailed report. There was no affidavit or information sworn. The warrant was not signed till eleven o'clock, and it was executed about 1.30 on Sunday morning. The note and report were not returned to me. They are with the Attorney General.

Mr Francis—Will you let me have them, the Attorney General declined.

Witness—I handed them to the Attorney General when I came into Court this morning.

Re-examined—I was informed the clearance was obtained on Saturday forenoon and that it was good for 36 hours, and that if the warrant was to be executed there was not time for much delay.

Joseph M. Corcoran, Inspector of Water Police, stated—I went on board the *Telaros* Saturday, July 22. I have heard Capt. Hastings mention the things that were found on board. I was with him when they were found on the Saturday forenoon. I made such inspection as I could. I communicated to the Captain's Superintendent the result of my investigations and also made a detailed report of what I found. I afterwards sent that to the Captain Superintendent. I executed the warrant myself. I was on board on Saturday. I saw three or four men down below, 'twixt decks, on the port side. I had a Chinese detective sergeant with me. He talked to the man, and conveyed the result of their conversation to me. After that Saturday I did not see these men any more. There were three or four men standing on the upper deck. I did not see the men 'twixt decks do anything. I made a cursory examination 'twixt decks, and saw a large quantity of wood down the after hatchway.

At this point considerable amusement was caused by bricks, iron rods, planks and other fittings being brought into the court by a gang of coolies.

Cross-examined—I went on board on Saturday about 3 and 4 o'clock. They were taking cargo on both sides. There were many boats with cargo waiting to go in. It was not raining at the time. I was on board on Sunday. The boat had cleared off.

On Saturday I remained on board about an hour or hour and a half. I removed no cargo but looked down the hatches. Portions of the ladders were visible, and some of the bricks. I had not been on board previous to Saturday, but a policeman had been on board. I was not present with Capt. Hastings when he was on board on Saturday. I was not all day on board on Tuesday; on Wednesday I was.

Did you hear the Captain or the mate question with regard to every single individual article being put on deck by Capt. Hastings?—The captain denied all knowledge of the ironwork. I heard no conversation with regard to the other things, so far as I remember.

His Lordship—The captain and the mate were on board but did not accompany us while Capt. Hastings and I made our inspection. They were on deck. Most of the things were brought on deck, but not all. The captain and the mate saw what was brought on deck. We brought up some specimens of each sort of the wood. The captain saw them and told me half a dozen times he did not know they were on board. He said 'Yes, I can see they are fittings.' I knew he was coming on board but did not know it was coming on board. I did not know it was this kind of wood could have stopped them, fastening it on board. He said the same thing as to the steam rice boilers.

If I am asked, he said 'I must say these are fittings. There is no doubt they are.'

In your presence was any of the fittings claimed as belonging to the ship?—No, none.

The Court adjourned for fifteen minutes.

Upon resuming, Li a Hung, supercargo and tallyman to the Nam Wo shop, stated—The Nam Wo were charterers of the *Telaros*. I went on board after her arrival, and remained on board over day till 6 o'clock. On the 20th July cargo was taken on board till midnight.

Were you there when the taking of cargo on board was commenced? I was on board on the 19th July when there was nothing on board. I went on board with regard to my goods coming from our shop.

Did you notice anything else coming on board from other ships?—It was not down on our shop paper if it came on board. Our shop had the shipping orders. I saw some boards and some wood come on board.

Did you shop put any ladders on board?—Mr Francis objected to the question.

His Lordship—Can he say anything about any ladders?—When they put them on board I did not know anything about them.

The Attorney General—Did he go with the Crown Solicitor and look at a ladder?—No.

His Lordship—When did this wood come on board?—Cargo was taken on board till midnight on the 20th. I saw wood on board a cargo boat, and I was ashore to tell the manager of the Nam Wo.

What did you first see when you knew nothing about it?—That is to say; and I went and told the manager.

When did you go to the manager?—On the night of the 20th. He had gone to sleep, so I did not tell him till the morning of the 21st July.

What did the Ma Chin tell you?—He said 'Very well, before the ship was chartered it was mentioned.'

Did he say anything else?—He said there was some wood and some coal, and I need not trouble about it.

Did you afterwards see any of this wood put on board?—Yes. It was not our clothes who did it. It was the people themselves who did it.

What people do you mean?—I don't know what people it was. The things were put on board on 20th and 21st July. I do not know how much was put on board on the 20th.

Did you see any ladders put on board?—I only saw them when the Inspector went off.

Did you see all the things that came from the Nam Wo shop?—Yes; all that came with shipping orders. No ladders came from the Nam Wo shop.

Cross-examined—Do you remember on the Saturday night some rice pails and bricks used in the previous voyage being taken out of the ship by the Nam Wo?—No. I know the ship was chartered on the previous voyage to the Nam Wo. And all things belonging to the Nam Wo were taken away. I don't know about rice pails and bricks in particular. There were no rice pails and bricks left from the previous voyage. I was on board the *Jacobin* on Saturday, 22nd July. I left about six o'clock at night. The shipping of cargo was stopped then.

The Attorney General—At the time you

were there still cargo boats alongside?—None. Did cargo come from other shops in Hongkong besides the Nam Wo when you were on board?—No; except goods of customers of the Nam Wo for which shipping orders were furnished by the Nam Wo. The Nam Wo had a little quantity of goods of their own on board. The greater portion of the cargo came from customers. We only received the goods on board the vessel. It was raining on Saturday, 22nd July. A good many cargo loads were taken in on the Saturday. There were 2300 or 2400 tons taken on board. There should have been over 600 tons more to fill up the ship. I have never gone as far as Saigon.

Re-examined—Does he know if there were any rice pails on board when the ship arrived from Saigon?—I don't know. I did not see any.

The Attorney General—Gave the Nam Wo a bond that she was not to go on any similar voyage.

Your attention was specially called to this Emigration Law at that time?—I was advised to sign the bond by Mr Russell, then Attorney General. The bond was returned to me within three months.

Cross-examined—Was it in Hongkong in 1890 when the *Amoy* took Chinese to Macao?—Yes. I was told that she was sent to Mexico. I know of other vessels going to Mexico to ship emigrants to Africa and elsewhere. Many ships went to Swatow to take emigrants to Deli.

Was the impression on your mind that foreign vessels might be lawfully chartered to get Deli for emigrants as long as they were not fitted up for emigration purposes?—Yes.

His Lordship—Yes; that may be under Section 3.

Some argument ensued between Mr Francis and His Lordship about the answer given by Capt. Rutherford in 1890 to a communication from Mr G. R. Stevens with regard to the *Amoy* going to Macao to take emigrants to the West coast of Mexico.

Witness (continuing)—I was under the impression that the principal financial disturbances that have occurred in Europe, America, and Australia have been owing to the rapid appreciation of gold.

His Lordship—Yes; that may be under Section 3.

Some argument ensued between Mr Francis and His Lordship about the answer given by Capt. Rutherford in 1890 to a communication from Mr G. R. Stevens with regard to the *Amoy* going to Macao to take emigrants to the West coast of Mexico.

His Lordship—Does he know if there were any rice pails on board when the ship arrived from Saigon?—I do not know. I did not see any.

The Attorney General—Gave the Nam Wo a bond that she was not to go on any similar voyage.

What was it Mr Ray, the broker of the ship, said about the wood?—He said something about some wood and planks and some coal. I offered him \$300 with some passengers. I mean if I took passengers. He said it would do to have so many passengers for only \$300. I said there were not many passengers at this time. I said asking about a perfectly innocent charter.

His Lordship—See if the execution of the other charter party was a criminal offence and this gentleman was acting for that charter in that case. I think this would certainly be a step towards incriminating him.

The Attorney General—I submit not. I was the principal when you were acting as broker in negotiating the Nam Wo charter?—I decline to answer.

Oh, come, Mr Ray. You might give me one answer before you leave the box (laughter).

Witness (continuing)—I was under the impression that so long as the charter party was signed in Macao no offence was done. I went to Mr Watson when I was not sure, and he said I could sign it in Hongkong, but I could not sign it in Macao.

His Lordship—Do you object to the signing of the charter party?—I decline to say for either.

What was it Mr Ray, the broker of the ship, said about the wood?—He said something about some wood and planks and some coal. I offered him \$300 with some passengers. I mean if I took passengers. He said it would do to have so many passengers for only \$300. I said there were not many passengers at this time. I said asking about a perfectly innocent charter.

His Lordship—See if the execution of the other charter party was a criminal offence and this gentleman was acting for that charter in that case. I think this would certainly be a step towards incriminating him.

The Attorney General—I submit not. I was the principal when you were acting as broker in negotiating the Nam Wo charter?—I decline to answer.

What was it anybody besides Mr Benavides?—I decline to say (laughter).

His Lordship—Do you think it inclined me to incriminate you or to lead up to anything that might incriminate you?—Yes.

Mr Benavides was called, and His Lordship said to him—if you will ask me any questions the answer to which may in your opinion expose you to prosecution of any sort you will object to answer and state your reasons to me, and if I am satisfied you will not be compelled to answer.

John Benavides, whose evidence was taken partly in English, and partly in French, stated—I am a Porvian. I am the agent of the Companhia Metropolitana of Rio Janeiro, Brazil. I arrived in the Colony on January 17, 1893. My intention is to promote emigration from China to Brazil. I believe if it could be promoted it would be a good thing for both countries. I met Mr Ray sometimes here. I made a charter in Macao, and no other I decline to him—if you will ask me any questions the answer to which may in your opinion expose you to prosecution of any sort you will object to answer and state your reasons to me, and if I am satisfied you will not be compelled to answer.

Mr Benavides (recalled and re sworn) stated—The money from the Nam Wo charter was to go to my pocket. I have never been on board on the *Telaros*.

Witness denied any knowledge of the *Telaros* having been on board.

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THE CHINA MAIL.

[No. 9523.—AUGUST 17, 1893.]

Mails.

U. S. Mail Line.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Peru (via Nagasaki),
Kobe, Inland Sea, and Yokohama) ... SATURDAY, Aug. 26.
Cape of Rio de Janeiro, via Nagasaki, Kobe, Inland Sea, and Yokohama) ... THURSDAY, Sept. 14.
Cape of Peking (via Nagasaki, Kobe, Inland Sea and Yokohama) ... THURSDAY, Oct. 5, at 1 p.m.

The U. S. Mail Steamship PERU will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA and YOKOHAMA, on SATURDAY, the 26th August, at 1 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

First Class Passengers have full choice of any of the Overland Routes, including CENTRAL PACIFIC, SOUTHERN PACIFIC, UNION PACIFIC, NORTHERN PACIFIC, and DENVER and RIO GRANDE RAILWAYS. They can also travel over the CANADIAN PACIFIC RAILWAY, on payment of \$10 in addition to the regular tariff rate.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, and to European officials in service of China and Japan, and to Government officials and their families.

The Through Bills of Lading issued for trans-pacific to Yokohama and other Japanese Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's connecting Steamers.

Fright will be received on board until 4 p.m. the day previous to sailing. Parcels will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Goods destined to ports bound San Francisco in the United States, should be sent to the Company's Office in Sealed Envelopes addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 72, Queen's Road Central.

J. S. VAN BUREN,
Agent.

Hongkong, August 9, 1893.

1388

Intimations.

HONGKONG HOTEL COMPANY, LIMITED.

NOTICE.

AFTER this date NO FULLY PAID-UP SHARES of this Company will be transferred on which the Calls on the NEW SHARES standing in the same Name, remain unpaid.

By Order. — R. LYALL,
Secretary.
Hongkong, April 10, 1893. 071

CHAS. J. GAUPP & CO.,
Chronometer, Watch & Clock Makers,
Jewellers, Gold & Silversmiths.

NATIONAL SCIENTIFIC AND
METEOROLOGICAL
INSTRUMENTS.

VOYAGEUR'S CELESTIAL
BINOCULARS AND TELESCOPES.

RITCHIE'S LIQUID AND IRON CHARTS,
NAUTICAL BOOKS.

CHRISTIE & CO.'S PLATED WARE,
GOLD & SILVER JEWELLERY

In great variety.

D I A M O N D S

DIAMOND JEWELLERY,

A Splendid Collection of the Latest LONDON

PATTERNS, at very moderate prices. 742

Intimations.

WINDSOR HOTEL, (in Connaught Building), QUEEN'S ROAD, HONGKONG.

THE Private Hotel heretofore carried on in WINDSOR HOUSE has now been removed to CONNAUGHT HOUSE. Cuisine under European management. Each Bedroom has its own Bath-room. Hot and Cold water. Passenger Elevator to all Floors.

Charges from \$2 per day upwards.

Special Rates for Families or Permanent Boarders. Offices and Rooms to let. Unfurnished, and Rooms with or without Board, by day or month. Apply at the Office. No. 37, 3rd Floor.

Hongkong, August 23, 1893. 1534

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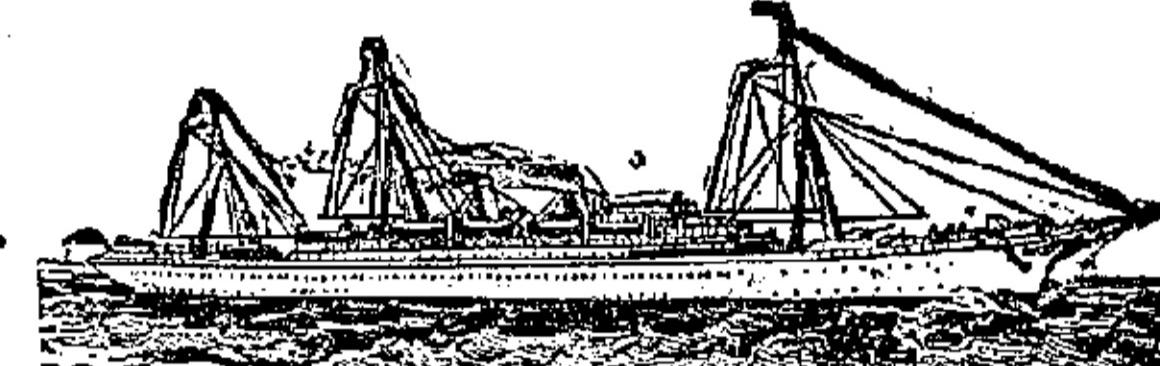
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FOR SALE.

IN NEW SHADES AND PATTERNS.

CHINA MAIL' OFFICE,
5, WYNDHAM STREET.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



1893.

THE EAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE,
VIA CANADA AND THE UNITED STATES.

Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.,

TWIN SCREW STEAMERS—10,000 HORSE POWER.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF INDIA ... 6,000 Tons ... WEDNESDAY, 6th September.

EMPEROR OF CHINA ... 6,000 do. ... WEDNESDAY, 4th October.

EMPEROR OF CHINA ... 6,000 do. ... WEDNESDAY, 1st November.

THE STEAMERS of this Line pass through the famous INLAND SEA OF JAPAN, and call at VICTORIA, B.C., to load and embark passengers.

The Mountain Scenery on the Canadian Pacific Railway surprises that of any other Trans-continental Route.

Passengers booked to all the principal points in Canada and United States, and also through to Great Britain and the Continent of Europe at current rates, with passengers' choice of Atlantic Line.

RETURN TICKETS.—Time limit for prepaid return ticket is reckoned from date of re-embarking at Vancouver.

SPECIAL RATES (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, and to European officials in service of China and Japan, and to Government officials and their families.

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The Canadian Pacific Railway is the only Trans-continental Line extending from the Pacific to the Atlantic Ocean, and running its own Sleeping Coaches through without change. The Dining Cars and Mountain Hotels on the Route are owned by the Company and their appointments and cuisine are unequalled.

The Steamers on the Pacific and all Day, Sleeping and Dining Cars are comfortably heated by steam during the Winter Season.

For further information as to Passage and Freight, apply to

D. E. BROWN, General Agent. 1429

Hongkong, August 16, 1893.

SHARE LIST.—QUOTATIONS.—Aug. 17, 1893.

Stocks Nos. of Value Paid Closing Quotations.

BANCS. Shares. Shares. up. cash.

Hongkong and Shanghai Bank One New Issue. 30,000 \$ 12s all 94 1/2 per cent., sellers

Bank of China, Japan and Straits, Ltd. 10,875 £ 10 1/2 1,15 50 cents, buyers

1,250 £ 1 1/2 1,20, sellers

National Bank of China, Limited. ... £ 1 2 8.30 \$27, sellers

MANUFACTURERS.

Canton Insurance Office, Ltd. 10,000 \$ 25 8 5 112

24,000 \$ 83 3/4 2 1/2 \$20, sellers and sellers

China and Manchuria Co., Ltd. 5,000 £ 10 1/2 110, sellers and buyers

Nordisk Handelsbank Co., Ltd. 10,000 \$ 10 1/2 20 1/2 100, buyers

Strait Insurance Co., Ltd. 10,000 \$ 25 4 50 \$82, buyers

Union Insurance Society, Co., Ltd. 3,000 \$ 10 4 50, buyers

Yangtze Insurance Association, Ltd. ...

YUNG TAE INSURANCE CO., LTD. 20,000 \$ 10 4 50, sellers

YUNG TAE INSURANCE CO., LTD. 8,000 \$ 25 4 50, sellers

YUNG TAE INSURANCE CO., LTD. 20,000 \$ 10 4 50, sellers

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DO. (new issue) 20,000 £ 10 4 50, sellers

REFINERS.

China Sugar Co., Limited. 15,000 \$ 10 4 135, old

7,000 \$ 10 4 324, sellers

LUNAR SUGAR COMPANY, LIMITED. 20,000 \$ 50 all 834, nom.

Wanchai Warehouse and Storage Company, Limited. 2,600 \$ 100 \$ 37, \$412

LAND AND BUILDING.

Hongkong Land Investment and Agency Company, Limited. 50,000 \$ 10 4 50, sellers and buyers

Kowloon Land and Building Company. 6,000 \$ 5 8 3 161, buyers

Humphreys' Estate & Finance Co. 1,000 \$ 1 10 14, sellers and buyers

West Point Building Co., Limited. 12,500 \$ 10 4 223, sellers

TELEGRAPH.

H.K. & K.W. Telegraph Co. 1,200 \$ 10 4 37 1/2

Telegraph.

Jelobu Mining & Trading Co., Ltd. 15,000 \$ 5 all 55.35, sellers

Punjab Mining Co., Ltd. 30,000 \$ 5 8 34, sellers and buyers

SOCIETE FRANCAISE DES CHARBONNAGES DE CHINE.

The Standard Gold Mfg. Co., Ltd. 15,000 \$ 1 all 25 cents

New South Wales Gold Mining Co., Ltd. 20,000 \$ 1 13/4 \$4, buyers

INDUSTRIES.

Hongkong Electric Co., Limited. 1,750 \$ 17/4 100, nom.

Hongkong Gas Co., Limited. 7,000 \$ 10 4 105, buyers

Hongkong Light and Power Co., Limited. 30,000 \$ 10 4 34, buyers

Hongkong Milk Co., Limited. 5,000 \$ 25 4 97, sellers

Hongkong Soap Manufactory Co., Ltd. 3,000 \$ 50 all 387, sellers

DISPENSARIES.

A. S. Watson & Co., Limited. 60,000 \$ 10 all 10, sales and sellers

Dakin, Crickshank & Co., Ltd. 6,000 \$ 5 all 14, buyers

LIGHTING.

H.K. and China Gas Co., Limited. 7,000 \$ 10 4 105, buyers

Hongkong Electric Co., Limited. 30,000 \$ 10 4 34, buyers

Hongkong Dairy Farm Co. 3,000 \$ 10 4 34, buyers

Hongkong Ice Company, Limited. 5,000 \$ 25 4 97, sellers

Hongkong Hope Manufactory Co., Ltd. 3,000 \$ 50 all 387, sellers

PLANTING, ETC.

China-Borneo Company, Ltd. 7,500 \$ 10 4 51, buyers

H. G. Brown & Co., Limited. 6,000 \$ 5 all 68

HOTELS, ETC.

Austin Arms Hotel and Building Company, Limited. 4,000 \$ 60 \$ 54 nom.

Hongkong Hotel Company, Ltd. 6,000 \$ 60 al 14, sales and buyers

3,000 sh. issued

DISPENSARIES.

SCOTT'S EMULSION OF PURE COD LIVER OIL AND HYPOPHOSPHITES OF CALCIUM AND SODIUM.

This preparation contains the stimulating properties of the Hypophosphites and Calcium and Sodium, as used by physicians all over the world. It is as palatable as coffee. Three times as effective as the best Liver Oil Emulsion, plus the power of neutralizing all others made. For all forms of Wasting Diseases, Bronchitis, CONSUMPTION, SCROFULA, and as a